Talcher-Bimalgarh Rail Line in Orissa

3244. SHRI MAURICE KUJUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any decision has been taken for opening of new rail line between Talcher and Bimalgarh in Orissa;

(b) whether this demand has been pending for the last 30 years;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There is no proposal to construct a railway line between Talcher and Bimalgarh at present.

(b) No, Sir.

(c) Does not arise.

(d) Constraint of resources.

L.T.C. Facility for retired Railway Employees

3245. SHRI S. AUSTIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry extend L.T.C. facility to their employees after retirement; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

Reduction of Manpower in Railways

3246. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that reduction in manpower has affected the efficiency of the Railways;

(b) whether it is also a fact that the number of class I & class II officers has increased while the number of class III & IV employees has decreased;

(c) if so, the details thereof; and

(d) the steps taken to improve the efficiency of the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

(d) A large number of steps have been taken to improve the efficiency of the Railways. These include increased utilization of assets, improving specific fuel consumption of locomotives, phasing out of steam traction, closing down redundant marshalling yards, etc. consequent to rationalisation of patterns of traffic, better inventory management etc.

"Shrimp Farm Trade in Tamil Nadu"

3247. SHRI R. MARGABANDU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state; the reasons for encouraging the shrimp farm trade in Tamil Nadu despite destruction of several agricultural lands and health hazards casused by it?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPTAIN JAI NARAYAN PRASAD NISHAD): Shrimp farming has only been encouraged in specific areas which helps in optimal utilisation of brackish fallow lands in coastal regions which would otherwise have remained unutilized or under utilized. Not only does this generate additional employment for people in the concerned rural areas, it also helps to generate valuable foreign exhange earnings. The union Ministry of Agriculture has issued guidelines in August, 1995 for development of sustainable aquaculture to reduce the adverse impact of waste treatment and promote other mitigation measures.

The Government of Tamil Nadu has also brought out a Legislation called Tamil Nadu Acquaculture (Regulation) Act, 1995 with effect from 3-5-95, which inter-alia provides for ecologically sustainable acquaculture practices. The Supreme Court has presently prohibited conversion of agricultural land for acquaculture of prawns.

Railway Network and Infrastructure Development in U.P.

3248. SHRI MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) the areas in Uttar Pradesh where there is potential for developing railway network;

(b) the plans and schemes in this regard; and

(c) the steps taken to intensify railway network and to augment railway infrastructure development in Uttar Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Based on representations from MPs and State Govts. regarding the lines required for the development of rail network in Uttar Pradesh, the following surveys for new lines have been taken up:—

1. Panipat to Meerut (100 Kms.) (Partly in U.P.)
2. Rishikesh — Dehradun (30 Kms.).
3. Haridwar — Ramnagar via Kotdwara (125 Kms.).
4. Dehradun to Saharanpur (70 Kms.).
5. Kiccha — Sitarganj—Nanak Mata-Khatema (55 Kms.)
6. Tanakpur-Purnagiri (15 Kms.).
7. Muzaffarnagar to haridwar via Roorkee (95 Kms.)
8. Rishikesh to Karanparyag (185 Kms.)
9. Chandigarh—Dehradun via Pointa Saheb (220 Kms.) (Partly in U.P.)

Further consideration of the above projects would be possible once the survey reports become available.

(c) The following works are in progress in Uttar Pradesh which will augment the railway infrastructure on their completion;

NEW LINES

1. Bagha-Chhitauni rail link restoration project (Partly in U.P.).
2. Katra-Faizabad.
3. Guna-Etawah (Partly in U.P.)

GAUGE CONVERSION

1. Kashipur-Lalkuan
2. Mathura-Achnera.
3. Khadda-Gorakhpur.
4. Mau-Shahganj.

DOUBLINGS

1. Muradnagar-Meerut City.
2. Ghaziabad-Moradabad patch doubling.
3. Tundla-Yamuna Bridge.
4. Kanpur-Panki 3rd line.
5. Gonda-Jarwal Road.

Regulation of Schools outside India

3249. SHRI K. RAHMAN KHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) how many schools have been given permission by the Central Board of Secondary Education, to operate schools outside India, Country-wise;

(b) what are the conditions an applicant has to satisfy to obtain permission to set up a school outside India;

(c) whether Government are aware that the CBSE Schools have become money making institutions of a few individuals and poor NRIs have to spend all their earnings on paying huge school fees, for their children, and

(d) whether Government are considering regulating the fees of these Schools?